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INSPECTION & WEIGHING UPDATE

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Federal Grain Inspection Service
U. S. Department of Agriculture
Washington, D.C. 20250

DEC 3 '80

November 1980

INTRANSIT FUMIGATION RULE DELAYED:

A decision has been delayed on whether to change rules under the U.S. Grain Standards Act to prohibit shipboard fumigation of insect infested grain on ships other than bulk cargo carriers.

FGIS will wait until intransit fumigation experiments on grain aboard U.S. tankers have been completed and the results evaluated.

At present, insect infested grain loaded on "tween deckers", oceangoing barges and tankers may be fumigated aboard ship. Inspectors then wait a minimum 12 hours before entering the shiphold to check effectiveness of the treatment.

However, research has shown the 12-hour period does not always destroy all life stages of insects. Also, entering shipholds after fumigation may be hazardous to inspection personnel.

Under the proposed change, if insect infested grain is loaded on ships other than bulk carriers, the elevator can either accept a certificate stating that the grain is infested, or remove the infested grain from the ship.

The maritime industry maintains that if this proposal is adopted, the resulting increase in time and expense would virtually exclude the U.S. fleet of tankers and "tween deckers" from the grain hauling trade.

Research has shown that intransit fumigation of grain

aboard bulk carriers is safe and effective. However, the procedure has not been proven for other types of cargo ships.

Current intransit fumigation experiments involve a shipment of yellow corn destined for South Korea, and a large wheat shipment destined for Egypt.

Results of the tests and an evaluation are expected to be completed early next year.

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PROTEIN PROGRAM COORDINATOR NAMED:

Floyd Niernberger, deputy director of the Standardization Division, has been temporarily named coordinator of the FGIS Protein Program to help solve certain problems, and to accelerate improvements and refinements in the program.

Niernberger will maintain the protein coordination office at Standardization Division headquarters, Richards-Gebaur Air Force Base, Bldg. 221, Grandview, Mo. 64030. Phone: (816) 348-2861.

The coordination effort will involve a complete review of all aspects of the Protein Program, including service, equipment, user acceptance, research, training, and intermarket differences.

There have been claims by several industry sources that protein test levels tend to be lower at some export points than at interior points. These

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differences will be investigated, and research will be conducted to determine the possibility of expanding use of equipment to evaluate end-use quality in other grains and in oilseeds.

The Protein Program is an important part of the overall FGIS goal of seeking reliable objective measures of end-use quality in grain.

In May 1978, FGIS began offering protein testing services on a permissive basis at all export points for hard wheats, and started phasing out the counting of dark, hard and vitreous kernels as a quality indicator.

The permissive protein testing service was expanded to all classes of wheat except mixed and unclassified in May 1980, and the service was made available at interior as well as export service points.

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COMMENTS ASKED ON BARLEY:

Comments from the public have been requested on the present U.S. Standards for barley. Notice of the request was published in the Sept. 12 Federal Register.

The Federal Grain Inspection Service requests views and comments to aid in the study and evaluation of the barley standards and in the development of any recommendations for change.

All aspects of the standards will be examined. However, particular attention will be focused on the malting designation and mold damage specifications to evaluate if these factor

determinations facilitate the orderly marketing of barley.

Comments should be submitted in writing to the Issuance and Coordination Staff, Federal Grain Inspection Service, Rm. 1127 Auditor's Bldg., Washington, D.C. 20250. Comments will be available for public inspection.

Persons needing further information should contact James L. Driscoll, Director, Standardization Division, FGIS-USDA, Richards-Gebaur Air Force Base, Bldg. 221, USDA, Grandview, Mo. 64030. Phone: (816) 348-2861.

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ALASKAN INSPECTION TEAM PULLED:

A combination of factors, including bad weather, contributed to a FGIS decision to recall a team detailed from the Seattle Regional Office to Alaska to provide official inspection services for the state's barley harvest. Alaskan farmers hope to export 12,000 tons of grain from this year's crop.

After officially testing 74 truck loads, FGIS plans to handle the inspection of the remaining crop by submitted samples. This was the first year that official grain inspection has been provided to Alaska for its increasing barley crop.

Alaska has plans to continue increasing its barley crops, and there are tentative plans for constructing an elevator at Seward in time for next year's harvest.

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SOYBEANS EXPORTS ARE UP:

Total U.S. exports of soybeans for the 1979-80 soybean crop year, which ended Aug. 31, were 16 percent greater than for the previous crop year.

Total soybean exports for this crop year were 872.8 million bushels (23.75 million metric tons), compared with the previous year total of 753.2 million bushels (20.50 million metric tons).

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IOWA GRAIN SAMPLER INDICTED:

Dean L. Donaldson, a licensed grain sampler employed by Sioux City (Ia) Inspection and Weighing, Inc., an official agency that performs grain inspection services in northwestern Iowa, northeastern Nebraska, and southeastern South Dakota, has been indicted in a federal court for improper sampling of corn.

Donaldson was indicted in U.S. District Court at Sioux City for falsely swearing that he had sampled 54 rail cars of corn, a violation of the U.S. Grain Standards Act. If convicted, he could be fined \$10,000 and sentenced to one year in prison.

The corn was sampled as part of the official inspection process in preparation for shipment from Farmers Cooperative Co. Elevator, Hinton, Ia., to an elevator at Tacoma, Wash.

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113 GRAIN FIRMS REGISTERED:

As of Oct. 31, 113 grain firms that buy, sell, weigh or ship grain for export had registered with FGIS under a new program required under regulations issued in March.

Grain firms are required to register, but individual elevators within a grain firm need not register. Firms which export less than 15,000 metric tons of grain during a calendar year are exempt from registration.

Initial registration is from October 1980 to December 1981. After that, firms will be required to register annually.

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CORN DAMAGE TEAM DISBANDS:

A corn inspection review team organized in October to supervise corn inspection procedures at Destrehan, Litcher and New Orleans, La., has disbanded.

FGIS officials said the review team has been able to correct what the grain trade believed were serious differences between interior and export inspection points in grading damaged kernels in old crop corn.

The review team has been supervising FGIS inspectors at port locations to ensure that uniform grading procedures are followed consistently in determining kernel damage. The Board of Appeals and Review is continuing to monitor corn shipments from the interior to ensure uniform grading procedures.

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FGIS IMPLEMENTS ASHLEY BILL:

Starting Nov. 24, operators of export elevators at port locations may choose what type and how much -- if any -- of weighing services they want to receive on most incoming grain shipments.

The change is required under the Ashley bill which amended the U.S. Grain Standards Act. This is the first change in the weighing requirements since the Act was amended in 1977.

Full official weighing services will be provided for all incoming grain at export elevators until Nov. 24. Those who wish to discontinue official weighing of exempted grain before then should make the request in writing to Leland E. Bartelt, administrator, Rm. 1628-South, FGIS-USDA, Washington, D.C. 20250.

FGIS developed a 30-day transition plan to let elevator operators determine what their weighing needs will be under the new law. Operators could choose a mixture of services, for example -- official (Class X) weights on incoming rail shipments, and supervision of weighing (Class Y) on truck shipments, or some other combination.

The following types of grain shipments are exempted from mandatory official weighing:

- All intracompany (company owned) shipments into an export elevator, by any type of transportation;

- Intercompany (one firm to another) shipments into an export elevator by any transportation other than barges; and

- Any grain shipped out of an export elevator to locations within the U.S.

Persons wishing to comment on the FGIS implementation plan have until Dec. 8 to send statements to the Issuance and Coordination Staff, Rm. 1127 Auditor's Bldg., FGIS-USDA, Washington, D.C. 20250. All comments will be available for public inspection.

Persons wanting further information should contact George Lipscomb, director, Weighing Division, Rm. 3117 Auditor's Bldg., FGIS-USDA, Washington, D.C. 20250. Phone: (202) 447-4851.

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BEAN TABLE CHANGE PROPOSED:

FGIS is asking for comments on a proposal to revise the format of grade tables in the U.S. standards for edible dry beans.

This would assemble information in the present grades into a clearer format, and would expand the number of tables from four to eight. It would not change any of the present grading factors.

The tables now provide special grade information and grade factor limitations in footnotes. FGIS has proposed to delete the footnotes and incorporate this information into the tables.

The proposal was published in the Oct. 28 Federal Register. If adopted, it would become effective in February 1981.

Comments will be accepted until Dec. 29. Statements should be sent to the Issuance and Coordination Staff, Rm. 1127 Auditor's Bldg., USDA-FGIS, Washington, D.C. 20250. All comments will be available for public inspection.

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